

**PACIFIC GAS AND ELECTRIC COMPANY
San Bruno Gas Transmission Line Incident
Data Response**

PG&E Data Request No.:	NTSB_050-006		
PG&E File Name:	San Bruno GT Line Incident_DR_NTSB_050-006		
Request Date:	February 10, 2011	Requesting Party:	NTSB
Date Sent:	March 25, 2011	Requestor:	Operations (Shori)

QUESTION 6

It is our understanding that Line 132 was originally installed in 1948 under Job# 98015. However, it appears from other records reviewed, that there are portions of Line 132 that were installed in 1944 (Under Job# 73429) and in 1947 (under Job# 85737). It appears that the 1944 job installed 24-inch OD (40,000 SMYS GR B) seamless pipe, while the 1947 job installed 24-inch OD (45,000 SMYS GR B) seamless pipe. Can PG&E provide an explanation for the 1944 and 1947 jobs and explain why they occurred prior to 1948 and how they are related to the 1948 work done under Job #98015.

ANSWER 6

The entire length of Line 132 was built over a series of years. The initial portion of Line 132 was built in 1944 under job number 73429. This line was a "parallel" to Line 109 and included connections to Line 109 and Line 101 going from the present day Sierra Vista Station to Rengstorff Station. This is a normal practice when additional capacity is required in the pipeline system. Based upon capacity considerations, a new pipeline is often built in parallel with an existing line and is connected to existing lines.

In 1947, further construction continued from the present day Sierra Vista Station north under job number 85737. At that time the cross tie of Line 132/109 between Sierra Vista and Rengstorff Station at Line 101 became Line 132A.

This 1947 construction continued parallel to Line 109 north toward San Francisco and included a cross connection to Line 101. This cross connection eventually became the present day Line 147 near Edgewood Road. During the 1947 construction, Line 132 was extended beyond Edgewood Road. The construction under job 85737 and 98015 appears to have over-lapped. Inspection logs for both jobs are found in the same bound log books. In 1948, work continued on job number 98015 north toward San Francisco. The timing of the construction appears to be based on capacity requirements.